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Q. 1. How many planes and what types did the Cubans have prior to the Bay of Pigs?

A. 1. The Cubans had the following combat aircraft on D-1, the day before the first air strike which occurred on D-2.

Piston Fighters

F 47	3
F 51	1
Sea Fury	14

Subtotal 18

Jet Trainer (Fighters)

T-33	7
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Light Bombers

B 26	13
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A. S. W.

TBM-3B	6
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Subtotal 26

Total 44

Of the above total, it was estimated that some 18 or 19 were flyable. The documents supporting this estimate have not been located, but the following breakdown is believed to be substantially accurate:

Piston Fighters

Sea Fury	6 or 7
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Jet Trainers (Fighter)

T 33	6 or 7
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Light Bombers

B 26	5 or 6
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Q. 2. How many planes and what types were destroyed by the first strike?

A. 2. It is known that at the most the Cubans employed 7 aircraft against the invasion force: 2 - Sea Fury's, 3 - T 33's and 2 B 26's. There is evidence that on D Day morning the Cubans only had two T 33's flyable, but were able to put a third T 33 in commission during the course of the action. The Sea Fury's and the B 26's were lost the first day, and the Cubans, therefore, were left with only the T 33's. In order to answer the question, it would be necessary to know how accurate the estimate of flyable aircraft on D-3 was. It is believed that it was quite accurate, since the estimate post the D-2 strike was that at the most the Cuban Air Force had left 8 or 9 flyable aircraft of the three types which, in fact, were flown. It will be remembered that after the D-2 strike, the Cubans moved all their flyable combat aircraft from two of the three fields attacked on that morning (i. e., Campo Libertad and Santiago de Cuba) and consolidated them on the third field (i. e., San Antonio de los Baños). Consequently, in addition to photography, there was some check on flyable numbers through intercepts of ground to air communications.



Q. 3. How many and what types were engaged in repulsing the Bay of Pigs assault?

A. 3. This question is answered above. It might be noted that all the aircraft were never used at one time, but flew in and out of the beach-head, which was very simple due to the short distance from the airfield involved. This procedure, however, could have caused some confusion on the high side as to the actual numbers used.

Q. 4. Secretary Rusk remembered something about one MIG doing battle. He has two questions about this : (a) Was there such a report; and (b) Was it confirmed if there was such a report?

A. 4. There were several reports that the Cuban Air Force was using MIG aircraft, but no confirmation of any sort was ever obtained, and it is substantially certain that they did not do so. In this connection, it might be said that the Cuban Air Force, in fact, used fewer aircraft than anticipated, and flew no unexpected type of aircraft except that there was some doubt prior to the action as to whether or not the T 33 trainers were armed. In this connection however, it should be noted that the Task Force pilots were briefed to destroy T 33 aircraft on their strike on the assumption that they might be armed.

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Remarks: <p>This is what the DD/P (Barnes) prepared in response to State's request for the answers to the four questions which Secretary Rusk had asked. To my knowledge nothing has yet been sent to the Committee and Joe Scott said he would like to have the Agency review their final presentation.</p> <p style="text-align: center;">25X1A </p>					
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